

B1 1. (TWICE AMENDED) A vehicle control system for controlling a performance characteristic of the vehicle comprising:

a controller coupled to the vehicle control system, the controller adapted to receive a vehicle position signal, the controller employing the position signal to determine at least one characteristic pertinent to the operation of the vehicle control system and outputting a control signal, and further adapted to receive a weather signal;

wherein said weather signal affects said determination of said characteristic, said weather signal received through broadcast radio transmissions; and

wherein the vehicle control system receives the control signal and tailors its performance in response thereto.

B2 12. (TWICE AMENDED) A vehicle control system for controlling a vehicle comprising:

an anti-lock brake system for controlling a brake force exerted by a brake caliper to limit vehicle skidding in a predetermined manner;

a traction control system for controlling acceleration of the vehicle to limit wheel slip in a predetermined manner;

a stability system for controlling a yaw rate of the vehicle in a predetermined manner; and

a controller coupled to the anti-lock brake system, the traction control system and the stability system, the controller adapted to receive a vehicle position

signal and a weather signal, and to produce a control signal in response thereto, the control signal including a road surface type;

wherein the weather signal is indicative of a vehicle operator's manual inputs; and

wherein the anti-lock brake system, the traction control system and the stability system receive the control signal and tailor their performance in response thereto.

16. (TWICE AMENDED) A method for controlling a vehicle having a vehicle control system, the method comprising the steps of:

providing a controller for receiving a vehicle position signal;

inputting a weather signal indicative of a proximate weather condition;

determining at least one characteristic pertinent to the operation of the vehicle control system from the position signal;

generating a control signal based the at least one characteristic pertinent to the operation of the vehicle control system; and

enhancing the performance of the vehicle control system based on the control signal.

22. (NEW) The vehicle control system of claim 1 wherein said weather signal is manually inputted by a vehicle operator.

23. (NEW) The vehicle control system of claim 12 wherein weather signal is received through broadcast radio transmissions.

24. (NEW) The vehicle control system of claim 12 wherein the weather signal includes information from a plurality of sensors coupled to the vehicle.

25. (NEW) The method of claim 16 wherein the step of inputting a weather signal includes manually inputting information indicative of the weather.

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26. The method of claim 16 wherein the step of inputting a weather signal includes receiving a broadcast radio transmission indicative of proximate weather conditions

27. (NEW) The method of claim 16 wherein the step of inputting a weather signal includes the step of receiving information from a plurality of sensors coupled to the vehicle.

REMARKS:

Upon entry of the foregoing amendments Claims 1-10, 12-14, and 16-25 will be pending in the application.

Independent claims 1, 12, and 16, as amended, should be in condition for allowance. The Examiner cited U.S. Patent No. 5,832,402 to Brachert et al., U.S. Patent No. 6,208,927 to Mine et al., and U.S. Patent No. 6,094,614 to Hiwatashi as rendering Claims 1-7, 10, 12-14, and 16-19 obvious under 35 U.S.C. §103(a).